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CENTRAL INTELLIGENCE AGENCY REPORT

INFORMATION REPORT

50X1

COUNTRY Germany (Russian Zone)

DATE DISTR.

CD NO.

27 April 1950

SUBJECT

Railroad Shipments via Dresden .

NO. OF PAGES

2

Friedrichstadt PLACE

NO. OF ENCLS.

50X1-HUM

DATE OF INFO.

**ACQUIRED** 

(LISTED BELOW)

SUPPLEMENT TO REPORT

THIS COUNTERY CONTAINS INFOCATION APPETUING THE MATICAL DEFENDS OF THE CHITZE STATES WITHIN THE CHARLES OF THE COPICIAGE ACT DO S. S. C. S. I AND SELAN AUGUSTA, TO THE CHARLES OF THE CONTROL OF THE CON

THIS IS UNEVALUATED INFORMATION

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- The following shipments were assembled in or passed through Dresden-Friedrichstadt (N 52/F 29) during the time of observation:
  - a. 534 tank cars with crude oil from Listersdorf (P 49/5 63) to Krumpa (N 52/D 80).

About the same number of empty tank cars going in the opposite direction.

- b. 551 railroad cars of potash leaving for Czechoslovakia.
- c. There was a very dense traffic situation during the month of observation. The schedule was changed on 2 October 1949. Passenger traffic was considerably restricted by a decision of 15 October 1949, effective 17 October 1949. However, this restriction was revoked a few days later.
- 2. Shipments of barracks buildings still come from Austrial They have the following address: Major Vasiliev, Chemnitz (N 51/K 86) railroad station of destination, Dresden (N 52/F 29) railroad administration.
- 3. About 20 railroad cars of reparation shipments leave daily for the gast.
- 4. The wood shipments to the Balkans were Besumed. (About 15 cars are passing through daily).
- 5. The shipments are escorted by Soviet zone German police.
- 6. Shipments from the former Niederwortha (N 52/F 19) power plant are guarded by details of the Soviet Army.
- 7. There are still prequent scrap shipments to Czechoslovakia (at least 30 cars daily). Recently, 20 empty railroad cars come daily from Czechoslovakia to Berlin-Tempelhof (N 53/Z 84) to be loaded with scrap.

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## CENTRAL INTELLIGENCE AGENCY

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9. There is still a shortage of boxcars. No boxcars are allotted to civilian traffic. all refleased cars are examined as to their transit capacity and sent to Aue (N 51/k 53). The Dresden-riedrichstadt railroad station had the following rail movements:

Sentember:

62,407 incoming cars

59,374 outgoing cars

4,033 remaining cars (Zusatzanlage)

october:

62,909 incoming cars 58,792 outgoing cars

4,117 remaining cars (Zusatzanlage).

Comment:

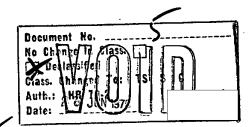
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- a. The crude oil shipment; coming from Listersdorf reported in para la is destined for the mineral oil refinery in Krumpa-Luetzkendorf (# 52/D 80). This refinery has a monthly capacity for processing of 10,000 tons of crude oil, to be processed mostly into lubricating oil. The shipment of 543 cars of crude oil indicated in this report therefore, was probably sufficient to fully supply this refinery for the month of october 1949.
- b. The barracks buildings reported in para 2 were probably meant for the uranium district south of Chemnitz.
- c. The shipments from the former Niederwartha Power Plant reported in para 6 probably refer to transformers set up after the dismantling of the power plant. The installation of the power plant itself was dismantled in 1945 and allegedly reconstructed in the coucasus area.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008



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